

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Grossenhain AirfieldEVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                     DATE OBTAINED                      PREPARED 18 October 1955 25X1REFERENCES                      25X1PAGES 3 ENCLOSURES (NO. & TYPE)                     REMARKS                     

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Grossenhain airfield between 8 August and 16 September 1955:  
8 August. At 1510, one Po-2 landed at the field after having made a local flight. At 1615, the Po-2 took off again.  
12 August. No aircraft were seen at the field.  
17 August. At 1415, one Po-2 landed at the field and took off again at 1500.  
19 August to 16 September. No aircraft were seen at the airfield. <sup>1</sup>
2. The Token radar set remained unchanged at the Spittelberg Hill. At 1030, on 16 September, the Token set was in operation. No other radio or radar installations were seen within the airfield area. <sup>2</sup>
3. On 18 August, the AA gun emplacement on the southern edge of the airfield was still equipped with 6 AA guns. No gun crews were seen. Two men mowed grass, near the emplacement. On 26 August, three AA guns with shields were seen outside of the shelter of the AA gun emplacement. <sup>3</sup>
4. The following construction work was observed at Grossenhain airfield during the period under review:  
Prior to 5 August. A total of 6 concrete mixers were put into operation. These mixers were continuously filled with cement and sand by 4 trains, each consisting of 3 tilting cars. The finished concrete was transferred on tipping trucks to the airfield construction site, where the mixture was poured in strips, each about 3 meters wide. The surface was graded by means of a machine. A detail of 15 to 20 convicts, supervised by skilled workers, were employed in construction work. Six trains, each consisting of 10 cars loaded with construction material, were daily dispatched to the site. Three of these trains moved in the morning and three in the afternoon. One train with 60 cars was believed to arrive daily at the Cottbus railroad station in Grossenhain, where the train was split up as mentioned above, and then shunted to the airfield. It was learned that one Hartmann (fnu) was chief superintendent and one Engelhardt (fnu) was commercial chief at the construction site.  
16 August. At 1600, 9 boxcars and 4 gondola cars were observed in front of the storage shed on the northern curve of the spur track. The gondola cars were loaded with chippings and unloaded by means of dredging machines and convicts. The four field trains still transported

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material to the six concrete mixers, from where it was transferred on tippers to the construction site. No work was done on the main runway west of the intersection of runways. Construction work was apparently completed there. Straw mats and tar-board were stored north of the main runway. Construction work was performed in two shifts.

23 August. A gondola car loaded with timber, about 2 meters long, was dispatched to the construction site. At 1115, four boxcars were dispatched to the Cottbus freight railroad station in Grossenhain.

26 August. Bricks and sand were transferred to the southern end of the secondary runway.

27 August. One boxcar and 12 gondola cars, loaded with construction material, was dispatched to the airfield. At 1130, one train with 17 empty cars returned to the Cottbus railroad station at Grossenhain. A strip, 3 to 4 meters wide along the northern edge of the main runway had apparently concreted. This strip extended from the western edge of the main runway to the intersection of the north-south runway. The remainder of the main runway was torn up and the old concrete had been partially shipped away. No construction work was under way on the eastern portion of the main runway. There were hardly any traces of the excavation work, which according to earlier information had been done east of the main runway. However, excavation work had been done in the area east of the secondary runway. These excavations were about the same as for AA gun emplacements. Only a few sand heaps were seen there. Conveyor belts which had been used there had been removed.

1 September. A shipment consisting of 12 cars loaded with construction material was dispatched to the airfield. At noon, an empty train consisting of 9 gondola cars and 4 boxcars returned to the Cottbus railroad station in Grossenhain. At 1130, another empty train with 6 gondola cars had arrived there.

3 September. At 1000, 10 railroad cars were dispatched to the construction site.

5 September. At 0930, 8 gondola cars loaded with construction material moved to the airfield. At 1130, 10 empty gondola cars returned to the Cottbus railroad station in Grossenhain. Intensified construction work was under way on the eastern portion of the main runway and on the southern portion of the secondary runway. Excavations previously observed in the southern portion of the field, obviously were gravel pits. The torn-up concrete slabs of the runway had not been removed, but instead had been covered with layers of gravel and sand and new concrete placed on top.

Prior to 16 September, construction work was under way on the eastern end of the main runway, which appeared to be extended toward the east. Construction work, apparently was started on the northern end of the north-south runway. Fifteen railroad cars loaded with construction material were unloaded at the airfield. <sup>4</sup>

5. On 12 August, two details with a strength of about 20 men each were observed in front of the long garage, south of the cupola hall. No

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details could be seen.

On 19 August, one officer and 10 men who wore black-bordered blue epauletts. Each of these men were carrying a suitcase and went from the Cottbus railroad station in Grossenhain to the airfield.

On 22 August, five Soviet women with children and baggage also moved from the railroad station to the field.

During the night of 5 September, a column of 8 trucks, two of which were occupied by personnel while the other 6 were loaded with billeting equipment, came from the direction of Riesa and headed toward Grossenhain airfield. <sup>2</sup>

1.   Comment. Grossenhain airfield has been evacuated by two fighter regiments in early May 1955 because of construction work on runways. No air activity was observed except for intermediate stop-overs of light liaison aircraft. 25X1
2.   Comment. Information on radion and radar installations had been confirmed previously. 25X1
3.   Comment. The AA gun emplacement on the southern edge of the field has been mentioned previously. So far, gun shields were only observed on AA guns of medium caliber. 25X1
4.   Comment. Construction work on runways is progressing. It is noted with interest that the main runway had been enlarged. The fighter regiments will probably return after completion of construction work. The names of Hartmann (fnu) and Engelhardt (fnu) are reported for the first time. 25X1
5.   Comment. These observations are connected with the return of the fighter regiments. 25X1

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